

3.b.3.	Rejected take-off with contaminated runway			X	X
3.b.4.	Takeoff with a propulsion system malfunction (allowing an analysis of causes, symptoms, recognition, and the effects on aircraft performance and handling) at the following points: (i) Prior to V1 decision speed; (ii) Between V1 and Vr (rotation speed); and (iii)Between Vr and 500 feet above ground level.	X	X	X	X
3.b.5.	Flight control system failures, reconfiguration modes, manual reversion and associated handling.	X	X	X	X
3.b.6.	Other				
4.	Climb.				
4.a.	Normal.	X	X	X	X
4.b.	One or more engines inoperative.	X	X	X	X
4.c.	Approach climb in icing (for airplanes with icing accountability).	X	X	X	X
4.d.	Other				
5.	Cruise.				
5.a.	Performance characteristics (speed vs. power, configuration, and attitude)				
5.a.1.	Straight and level flight.	X	X	X	X
5.a.2.	Change of airspeed.	X	X	X	X
5.a.3.	High altitude handling.	X	X	X	X
5.a.4.	High Mach number handling (Mach tuck, Mach buffet) and recovery (trim change).	X	X	X	X
5.a.5.	Overspeed warning (in excess of V _{mo} or M _{mo}).	X	X	X	X
5.a.6.	High IAS handling.	X	X	X	X
5.a.7.	Other				
5.b.	Maneuvers				
5.b.1.	High Angle of Attack				
5.b.1.a	High angle of attack, approach to stalls, stall warning, and stall buffet (take-off, cruise, approach, and landing configuration) including reaction of the autoflight system and stall protection system.	X	X		
5.b.1.b	High angle of attack, approach to stalls, stall warning, stall buffet, and stall (take-off, cruise, approach, and landing configuration) including reaction of the autoflight system and stall protection system.			X	X
5.b.2.	Slow flight			X	X
5.b.3.	Upset prevention and recovery maneuvers within the FSTD’s validation envelope.			X	X
5.b.4.	Flight envelope protection (high angle of attack, bank limit, overspeed, etc.)	X	X	X	X
5.b.5.	Turns with/without speedbrake/spoilers deployed	X	X	X	X
5.b.6.	Normal and standard rate turns	X	X	X	X
5.b.7.	Steep turns	X	X	X	X
5.b.8.	Performance turn			X	X
5.b.9.	In flight engine shutdown and restart (assisted and windmill)	X	X	X	X
5.b.10.	Maneuvering with one or more engines inoperative, as appropriate	X	X	X	X
5.b.11.	Specific flight characteristics (e.g. direct lift control)	X	X	X	X